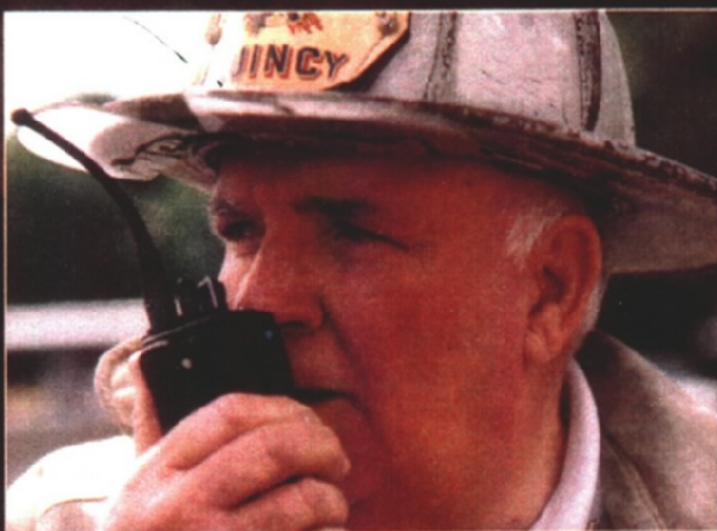


MBTA Safety Department ***Emergency Response Exercise***



Quincy, MA May 23, 1999



Massachusetts Bay Transportation Authority

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

QUINCY, MASSACHUSETTS

MAY 23,1999

FINAL REPORT

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***Final Report Compiled by:
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Cover Designed by:
Jonathon Budzyna - MBTA Graphic Designer***

Argeo Paul Cellucci
Governor

Jane Swift
Lieutenant Governor

Kevin J. Sullivan
Secretary and MBTA Chairman

Robert H. Prince, Jr.
General Manager

A. INTRODUCTION

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

QUINCY, MASSACHUSETTS

MAY 23, 1999

PROJECT:

The Massachusetts Bay Transportation Authority's Safety Department sponsored a full scale Emergency Response Exercise in Quincy, Massachusetts on the Red Line. The Mass Casualty Incident (MCI) was conducted on Sunday, May 23, 1999, commencing at approximately 9:00 A.M.

PURPOSE:

The purpose of the exercise was to evaluate the ability of local emergency responders to manage a MCI involving a Rapid Transit train. Also, the exercise enabled the MBTA an opportunity to assess the pre-exercise training which was provided to Quincy and surrounding Fire, Police, and Emergency Medical Service agencies by the MBTA.

EXERCISE SITE:

The exercise site was located on the Red Line ROW between Quincy Center and Quincy Adams Stations at the Water Street overpass.

EXERCISE PREPARATION:

Preparation for the Emergency Response Exercise began in mid March, 1999, at a preliminary meeting with Chief Thomas Gorman, Captain Frank Sullivan, and Lieutenant Bob Mood of the Quincy Fire Department. The Water Street site was chosen as the most favorable after several factors were considered. The MBTA Subway Operations Training Department conducted several days of training for Quincy and surrounding fire departments. The training consisted of train familiarization, hazard identification, and victim extrication. Several meetings were held over a three month period. Participating agencies were identified, a scenerio was formulated, the scope was agreed on, and responsibilities were assigned. On Sunday, May 23, 1999, at 8:45 A.M. the simulated exercise was kicked off.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

QUINCY, MASSACHUSETTS

MAY 23, 1999

GOAL:

The goal was for all participating agencies to target which aspects of the exercise they would like to concentrate on and translate this focus into specific goals for their agency.

SCENARIO:

The Emergency Response Exercise simulated a collision between an MBTA Red Line train and a Hi-Rail vehicle resulting in a fire at the point of impact. Twenty-five (25) to thirty (30) injured, moulaged passengers were positioned throughout the train with injuries of varying degrees of seriousness. The cause of the collision was the result of a terrorist act whereby one (1) perpetrator intentionally tampered with a switch and drove a hi-rail vehicle onto the rapid transit ROW, colliding with an oncoming Red Line train.

SCOPE:

The exercise involved a simulated fire at the point of collision which was extinguished by the first fire department responders. Fire department and EMS agencies from several surrounding communities participated in rescuing victims from the train, treating the injured on site, and transporting them to Quincy Hospital.

Both the MBTA and Quincy Police Departments conducted a comprehensive accident investigation, as well as a full scale criminal investigation.

EXERCISE SAFETY PLAN:

An exercise safety staff separate from the emergency responders was in place during the exercise to monitor safety. The staff was under the control of an overall **Exercise Controller** who had the authority to stop the exercise at any time if he became aware of an unsafe condition. Members of the Safety staff were identified by a distinctive yellow smock.

**B. EXERCISE AGENCIES/EXERCISE STAFF
ASSIGNMENTS - MISCELLANEOUS**

PARTICIPATING EXERCISE AGENCIES

The following agencies participated in the staging of the emergency exercise.

Massachusetts Bay Transportation Authority:

- Safety Department
- Subway Operations - Red Line
- Subway Operations - Training Department
- Design and Construction Department
- Power Department
- Police Department
- Railroad Operations
- Bus Operations
- Press Relations
- Rail Safety Trespass Prevention Unit
- Graphics Department

Outside Agencies:

- Amtrak, National Railroad Transportation Corporation
- Mass Department of Telecommunications & Energy (DTE)
- Quincy Fire Department
- Boston Fire Department
- Braintree Fire Department
- Fallon Ambulance
- Quincy Hospital
- Quincy Police Department

EXERCISE STAFF ASSIGNMENTS:

ARRIVAL TIME	ASSIGNMENT	NAME	AGENCY
6:30AM	Exercise Controller	Chief Thomas Gorman	Quinc Fire Department
6:30AM	Assistant Exercise Controllers	Michael Foley Kevin Dole	MBTA MBTA
6:30AM	Commuter Rail Safety	Randy Gould	Amtrak
7:00AM	Red Line Safety Car #1	Jim Connell	MBTA
7:00AM	Red Line Safety Car #2	Paul Capps	MBTA
7:45AM	Safety Monitor/ Site	Cindy Gallo	MBTA
7:45AM	Safe Monitor/Site	Nancy Shea	MBTA
6:45AM	Safety Monitor/ Quincy Adams	John Hynes	MBTA
7:45AM	Red Line Safety Monitor Car #3 & #4	Cheryl Pizzi	MBTA
7:30AM	Wheelchair Victim	Nancy Hardigan	MBTA
7:45AM	Uninjured Victim #1	Nancy Goodin	MBTA
7:00AM	Uninjured Victim #2	Ton Cultrera	MBTA
6:15AM	Video 1	Jerald Gelfano	Video Specialist
6:15AM	Video 1 Assistant	Herb Foster	MBTA
6:45AM	Video 2	Joe Linske	MBTA
6:45AM	Video 2 Assistant	Mike Ho an	MBTA
6:45AM	Video 3	Robert Murphy	MBTA
6:45AM	Video 3 Assistant	Al Gray	MBTA
6:45AM	Photographer	Phil DeJoseph	MBTA
6:45AM	Photographer	Bruce Doloff	TPD
7:45AM	Witness for Police Investigation	Anne Marie Leary	MBTA
7:45AM	Witness for Police Investigation	Bob Mood	Quincy Fire Department
6:45AM	Perpetrator #1	Ed Irvin	MBTA

DRILL AGENDA

6:30 A.M.

- o Bus Diversion
- o Red Line Personnel secure Quincy Adams Station

6:30 - 6:45 A.M.

- o Six-car 1800 series drill train proceeds northbound from Braintree to Quincy Adams Station, which will be closed to the public.

6:45 A.M.

- o At the northbound platform, Cars 5 & 6 will be cut and secured at the platform.

7:00 A.M.

- o Four-car train will proceed to the drill site. Crew will standby for instructions.
- o Two MBTA buses will arrive at the Quincy Hospital and stand by.

7:00 - 7:15 A.M.

- o 3rd Rail power will be cut and tested dead by official. Yellow box will be placed on the rail for protection.

7:15 A.M.

- o Simulated collision will be set up. 50 gallon drum placed with material to be burned.

8:00 A.M.

- o Victims bused from Quincy Hospital to site.
- o MBTA fire bus stages at Quincy Fire Headquarters with other fire & EMS vehicles.

8:15 A.M.

- o Victims arrive at site and placed onboard train. Train secured.
- o Victims and drill staff briefed on-site.

8:30 A.M.

- o Eddie Irvin enters and leaves badger and then proceeds down southbound ROW to Quincy Adams for police scenario.
- o All video, photograph, drill staff in position.

8:40 A.M.

- o Ignite fire.

DRILL AGENDA (CONT.)

- 8:45 A.M.**
 - o **Badger operator extends boom over Commuter Rail tracks.**
- 8:50 A.M.**
 - o **Drill commences with motorperson making radio transmission to Central Control reporting collision and intrusion onto Commuter Rail tracks.**
- 8:55 A.M.**
 - o **Quincy Fire Department Rescue arrives and places yellow alarm on box on 3rd rail.**
 - o **Fire, EMS, and Police units on-site.**
- 10:30 A.M.
(Approx.)**
 - o **Drill winds down.**
- 11:00 A.M.**
 - o **Post drill critique at Quincy Hospital.**

DIRECTIONS

QUINCY DRILL - MAY 23, 1999 @ 8:45 A.M.

TRAVELING NORTH ON ROUTE 3

- **TAKE EXIT #19 (MBTA STATION - QUINCY CENTER)
AND GO STRAIGHT ONTO THE BURGIN PARKWAY**
- **TAKE A LEFT AT THE 3RD SET OF TRAFFIC LIGHTS**
- **TAKE TWO IMMEDIATE RIGHT TURNS AND GO OVER
THE OVERPASS (WATER STREET)**
- **TAKE YOUR RIGHT (FEDERAL AVE) IMMEDIATELY
AFTER GOING OVER THE OVERPASS**
- **THE DRILL SITE IS 100 YARDS ON THE RIGHT**
- **PARKING IS AVAILABLE A COUPLE OF HUNDRED
YARDS DOWN THE STREET ON THE RIGHT, INSIDE
THE D&B LUMBER YARD**

FOR TRAINING PURPOSES

EVACUATE THIS VICTIM (MINOR INJURIES) WITH THE MBTA STRETCHER LOCATED IN EVERY CAR CAB. TAKE STRETCHER THROUGH THE END DOORS TO REAR OF TRAIN AND OUT THE BACK END.

DIRECTIONS

QUINCY DRILL - MAY 23, 1999 @ 8:45 A.M.

**TRAVELING SOUTH ON ROUTE 128 OR THE
EXPRESSWAY TO ROUTE 3 HEADING TO THE CAPE**

- TAKE EXIT 18 - WASHINGTON STREET - MBTA STATION)**
- BEAR LEFT FOLLOWING MBTA STATION SIGN AND GO STRAIGHT AHEAD**
- YOU ARE NOW ON THE BURGIN PARKWAY**
- TAKE A LEFT AT THE 3RD SET OF TRAFFIC LIGHTS**
- TAKE TWO IMMEDIATE RIGHT TURNS AND GO OVER THE OVERPASS (WATER STREET)**
- TAKE YOUR RIGHT (FEDERAL AVE) IMMEDIATELY AFTER GOING OVER THE OVERPASS**
- THE DRILL SITE IS 100 YARDS ON THE RIGHT**
- PARKING IS AVAILABLE A COUPLE OF HUNDRED YARDS DOWN THE STREET ON THE RIGHT, INSIDE THE D&B LUMBER YARD**

DRILL MOTORPERSON

YOU HAVE JUST COLLIDED WITH A LARGE PIECE OF CONSTRUCTION EQUIPMENT CAUSING A FIRE AND NUMEROUS INJURIES (PASSENGERS SCREAMING) ONBOARD YOUR TRAIN. YOU BELIEVE IT WAS AN INTENTIONAL ACT BECAUSE YOU SAW A WHITE MALE DRESSED IN CAMMIES JUMP FROM THE CONSTRUCTION VEHICLE AND RUN JUST BEFORE THE COLLISION (NO FURTHER DESCRIPTION).

ALSO, YOU NOTICE THAT THE BOOM PORTION OF THE VEHICLE IS HANGING OUT OVER THE COMMUTER RAIL TRACKS.

YOU ARE BADLY INJURED, AND CAN'T MOVE BELOW YOUR WAIST.

PROCEED AS YOU WOULD IN THIS SITUATION.

GOOD LUCK!!

DRILL GUARD

WHILE TRAVELING NORTH FROM QUINCY ADAMS STATION, YOU ARE KNOCKED FORWARD AND HEAR AND FEEL, WHAT SEEM TO BE A SERIOUS CRASH. YOU LOOK OUT YOUR WINDOW AND SEE A LARGE CONSTRUCTION VEHICLE IN FRONT OF THE TRAIN, AS WELL AS SMOKE AND FIRE. YOU CAN HEAR PASSENGERS SCREAMING WHO HAVE BEEN SERIOUSLY INJURED.

PROCEED AS YOU WOULD IN THIS SITUATION.

GOOD LUCK!!

ANNE MARIE

INITIAL STATEMENT: I WAS GOING FOR MY SUNDAY MORNING WALK, I THINK IT WAS ABOUT QUARTER OF NINE, AND I WAS CROSSING OVER THE OVERPASS WHEN I HEARD VERY LOUD SCREECHING. I LOOKED DOWN AND SAW A RED LINE TRAIN COMING, AND I COULD TELL HE HAD HIS BRAKES ON. THEN I SAW WHY. THERE WAS THAT BIG WHITE TRUCK OR WHATEVER IT IS, RIGHT ACROSS THE TRACKS. THEN IT HAPPENED, THE TRAIN CRASHED INTO THE TRUCK. I COULDN'T BELIEVE MY EYES. I SAW SMOKE, AND I HEARD SCREAMING.

QUESTION: WAS THE TRAIN SOUNDING ITS HORN?

ANSWER: YES

QUESTION: DID YOU SEE WHO WAS DRIVING THE TRUCK?

ANSWER: I AM NOT SURE IF HE WAS THE ONE, BUT RIGHT AFTER THE COLLISION, I SAW A MAN RUNNING FROM THE CRASH TOWARDS QUINCY ADAMS STATION. HE WAS RUNNING BETWEEN THE TRAIN AND THE PARKWAY

QUESTION: COULD YOU DESCRIBE HIM?

ANSWER: ALL I CAN REALLY SAY IS THAT HE WAS A WHITE MALE WITH SHORT BROWN HAIR, MAYBE IN HIS 40'S

QUESTION: HEIGHT AND WEIGHT

ANSWER: I WOULD SAY MEDIUM FOR BOTH.

QUESTION: HOW WAS HE DRESSED?

ANSWER: LIKE A SOLDIER. I THINK THEY CALL WHAT HE WAS WEARING "CAMMIES".

QUESTION: HOW FAR DOWN THE TRACKS DID HE GO?

ANSWER: I DON'T KNOW, ALL I KNOW IS THAT HE WAS RUNNING TOWARDS QUINCY ADAMS STATION.

BOB MOOD - QUINCY FIRE DEPARTMENT

INITIAL STATEMENT: *I LIVE RIGHT OVER THERE, # FEDERAL AVE. I WALKED OUT MY FRONT DOOR AND WAS GOING TO RUN TO THE STORE FOR SOME MILK. I SAW THIS GUY-CLIMB OVER THAT FENCE, WHERE THE MBTA PARKS THEIR CONSTRUCTION EQUIPMENT. ALL OF A SUDDEN HE JUMPED ONTO THAT BIG CONSTRUCTION VEHICLE AND STARTED DRIVING TOWARDS THE TRAIN TRACKS. AT THE SAME TIME, I SAW A RED LINE TRAIN HEADING RIGHT FOR THE VEHICLE. I SAW THE GUY JUMP OUT JUST BEFORE THE CRASH. IT HAPPENED SO FAST. IT WAS HORRIBLE.*

QUESTION: WHAT DID YOU DO THEN?

ANSWER: I RAN BACK INTO THE HOUSE AND CALLED #911.

QUESTION: COULD YOU DESCRIBE THE GUY?

ANSWER: MY BEST GUESS WOULD BE 5'10", 190 POUNDS, A WHITE MALE.

QUESTION: HOW OLD?

ANSWER: IN HIS 30'S OR 40'S. I JUST CAN'T SAY, IT HAPPENED SO FAST.

QUESTION: HOW WAS HE DRESSED?

ANSWER: HE WAS WEARING CAMMIES, AND A HAT LIKE THE G.I.S IN VIETNAM WORE. HIS FACE WAS ALSO BLACKENED. I WAS IN NAM AND I THOUGHT I WAS HAVING A FLASHBACK.

QUESTION: DID YOU SEE WHICH WAY HE WENT?

ANSWER: NO, ALL I SAW WAS HIM JUMP OFF JUST BEFORE THE CRASH. HE ENDED UP ON THE OTHER SIDE OF THE TRAIN. I DON'T KNOW WHERE HE WENT FROM THERE.



Massachusetts Bay Transportation Authority

Argeo Paul Cellucci
Governor

Jane Swift
Lieutenant Governor

Kevin J. Sullivan
Secretary and MBTA Chairman

Robert H. Prince, Jr.
General Manager

MEMORANDUM

TO: Senior Managers

FROM: James T. Brown
Chief of Safety

DATE: May 12, 1999

SUBJECT: RED LINE SIMULATED EMERGENCY RESPONSE EXERCISE

A simulated emergency response exercise is scheduled to take place in Quincy on Sunday, May 23, 1999, beginning at 8:45 A.M. This drill will take place on the Red Line right-of-way by the Water Street overpass, adjacent to Federal Avenue (directions attached).

The objective of this exercise is to assist local emergency responders in evaluating their ability to effectively manage a mass casualty incident involving a rapid transit train. Also, the exercise affords the MBTA the opportunity to assess the pre-exercise training which is provided to Quincy and surrounding fire, police, and emergency medical service agencies.

The drill will simulate a collision between a Red Line train and a hi-rail construction vehicle, resulting in a fire at point of impact which will be extinguished by the fire department responders. The local fire and emergency medical departments will be given the opportunity to extricate victims from the train, triage them on-site, and transport the victims to Quincy Hospital. The Med Flight Helicopter will land on the Water Street overpass to evacuate victims. The MBTA Police will conduct a complete accident investigation of the incident. Also, the MBTA and Quincy Police will be afforded the opportunity to launch a full scale criminal investigation as a result of the scenario, utilizing the detective and K-9 units.

Also, as part of the overall scenario, the backhoe boom of the hi-railer will intrude onto the Commuter Rail tracks providing Amtrak and the MBTA the opportunity to coordinate an appropriate response to an intrusion scenario.

If you or your staff members have any questions concerning this drill, please contact Mike Foley of the Safety Department at 222-5906.

Hope to see you there!

JTB/mtd

Attachment

cc: R.H. Prince, Jr.

M. Oglesby

M. Walsh

L. Rogers

File (o:\common\foley.99\drills\brown.wpd)



Massachusetts Bay Transportation Authority

Argeo Paul Cellucci
Governor

Jane Swift
Lieutenant Governor

Kevin J. Sullivan
Secretary & MBTA Chairman

Robert H. Prince, Jr.
General Manager

GENERAL RELEASE

In consideration of the Massachusetts Bay Transportation Authority granting the permission more specifically above described and make a part hereof, the undersigned hereby assumes all risks of injury to his person (including death) or loss of or damage to his property resulting from being upon or about the said right of way, premises, structures, motive power or rolling stock of the said Authority above described; and the undersigned for himself, his executor of administrator or assigns and his heir at law and next of kin, hereby releases and forever discharges said Authority, its successors and assigns, from any and all claims, demands, damages, actions and causes of action which might in any way arise out of injury to his person (including death) and loss of or damage to his property resulting from being upon or about said right of way, premises, structures, motive power or robing stock of the said Authority, whether due in whole or in part to the acts or omissions, negligent or otherwise, of the officers, agents, servants, licenses or invitees of said Authority or otherwise,

The undersigned shall further indemnify and hold harmless the Authority from any and all loss, expense, damage or claim for damages which arise out of any work or activity of the undersigned while on the Authority's premises including death or injury to any persons or damage to personal or real property.

I have read the above release carefully and understand that in exercising the permission above granted, I am assuming all risks of every kind set forth in said release.

WITNESS my hand this _____ day of _____ 19 _____

Print name

Signature

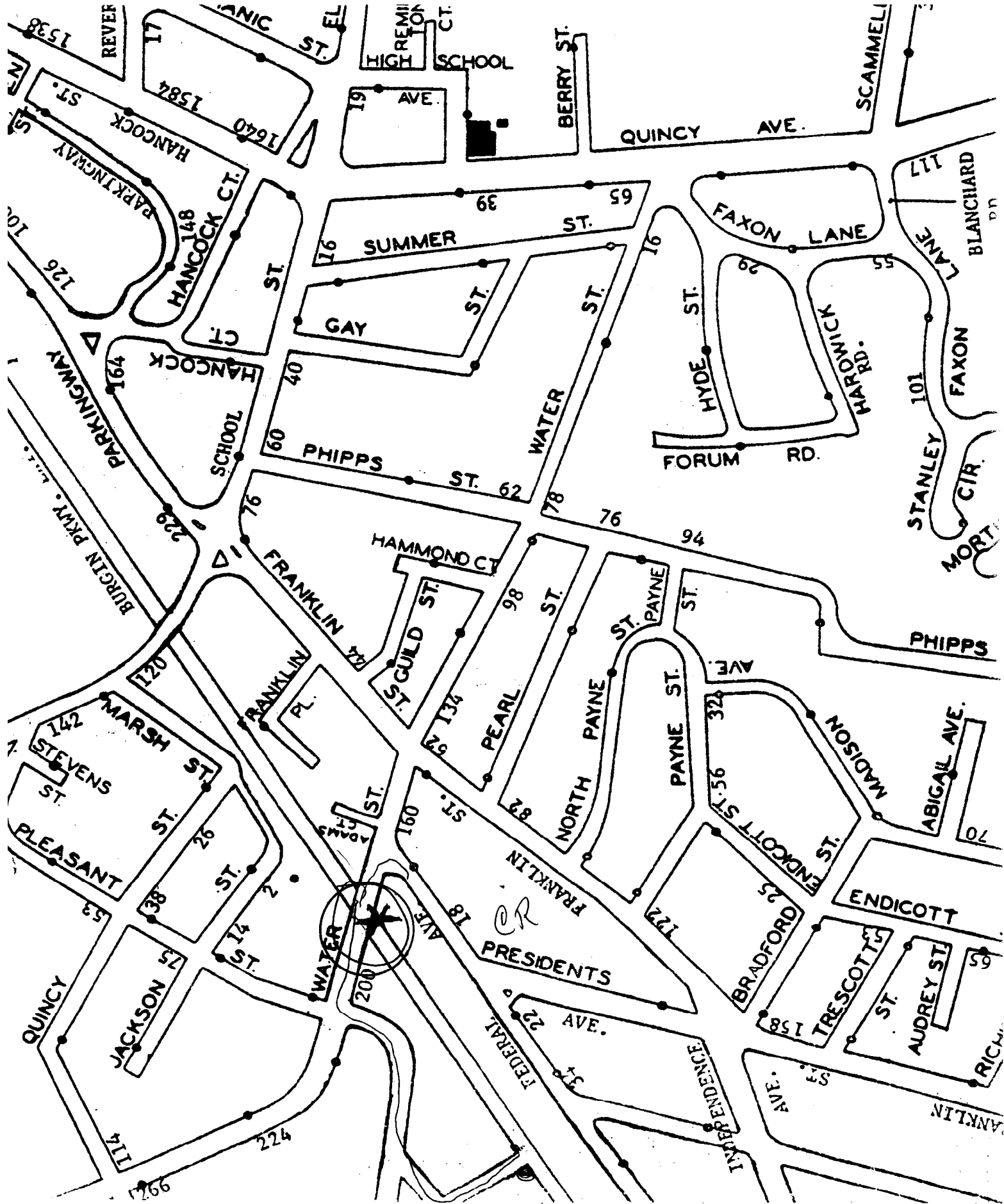


Figure depicting map of roads surrounding drill site. There is a handwritten circle where Water Street crosses over Burgin Parkway. A handwritten note states "3rd set of lights turn left".

3rd Set of Lights Turn Left

AMTRAK NORTHEAST CORRIDOR
Interoffice Memo

TO : Al Cloutier, Div.Eng.-Comm.Rail

FROM: Randy Gould, Safety Engineer



DATE: June 9, 1999

SUBJECT: MBTA West Cambridge MCI Drill & Quincy Intrusion Drill

Just a note to let you know that these two MCI Drills put on by the MBTA went smoothly. The main reason was the staff your department provided for each drill. Mr. Pete Birrow had Supervisor Bob Mello and his crew at the site in plenty of time to set up for the West Cambridge Drill. These guys did an excellent job by ensuring the site and equipment was in position in plenty of time, and in cleaning up afterwards. The MBTA Safety Department asked that I extend to you their appreciation, for the effort these employees gave to ensure that the site was ready.

The Quincy Drill also went off with out a hitch on our part. Mr. Steve O'Malley was on the job early to provide protection for the MBTA Work Crews to set up the site adjacent to the Old Colony Line for the drill. He properly removed the Old Colony track from service before the commencement of the drill. He then ensured protection for the firemen participating in the drill, once the track was returned to service.

Please extend my thanks and the thanks of the MBTA Safety Department to these gentlemen and their particular work crews.

cc. File

W. Duggan

J. Flaherty

P. Leahy

M. Foley, MBTA Safety

**C. MBTA, AMTRAK AND QUINCY FIRE DEPARTMENT
REPORTS, LOGS, ETC.**



FIRE DEPARTMENT HEADQUARTERS CITY OF QUINCY

Thomas F. Gorman, Jr.
Chief

August 20, 1999

To: Mike Foley, M.B.T.A- Safety Division

From: Chief Thomas F. Corman, Jr.

Subject: M.B.T.A. Drill - Quincy, Ht.
May 23, 1999

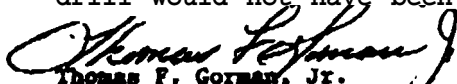
on Sundry. May 23. 1999 at 0900 hours the Quincy Fire Department, along with other public safety personnel, participated in a mock drill. This drill was held under the Water Street Bridge where a four-car train, heading to Boston on the Red Line, hit a piece of heavy equipment.

The accident tested all the agencies that would be called if one of these incidents happened. This is the first time a drill of this magnitude has been done in this city. There were some minor problems that needed to be addressed and one is to keep key people near the command center. In an actual accident I believe this would not be a problem.

All the firefighters performed professionally and worked well together as did all the other agencies that took part in the drill. The Quincy Hospital, along with their medical team, was a genuine asset to this drill. This part of the drill was important in that it enabled the three policing agencies to work well in tracking down the person responsible for accident and the assistance given to us before and during the drill.

I believe having Med Flight in the drill made the drill a great success. Med Flight had only been called upon once; therefore, this was a great aid to my department. What made this drill go off with only a few minor enage was the training received by the M.B.T.A. over the years and the planning that went into this drill.

Thank you, Mike, for all your help; the Braintree Fire Department. Boston Fire Department. Metro Fire, M.B.T.A. Police, Quincy Police, State Police Bomb Squad, Amtrak, Fallon Ambulance, Med Flight, Boston, and M.B.T.A. support people. Special thanks to Dr. Diaz and his crew from Quincy Hospital for supplying the victims and in obtaining Med Flight Boston to take part in the drill. Without the cooperation of all involved, this drill would not have been possible.


Thomas F. Gorman, Jr.
CHIEF OF DEPARTMENT



**FIRE DEPARTMENT HEADQUARTERS
CITY OF QUINCY**

Thomas F. Gorman, Jr.
Chief

April 23, 1999

To: Mayor James A. Sheets
From: Chief Thomas F. Gorman, Jr.
Subject: Mock Train Accident

On Sunday, May 23, at 9:00 a.m. at the Water Street and Federal Avenue bridge, there will be a mock train accident on the Red Line with a piece of heavy equipment being driven onto the railroad tracks with the train striking the piece of heavy equipment.

This scenario will test all emergency agencies in the City of Quincy; Quincy Hospital, the M.B.T.A., Quincy Police and Med Flight. This dramatic plot should last approximately 1 1/2 hours.

Dr. Diaz from the emergency room at Quincy Hospital is working with representatives of other fire departments. the Quincy police and the M.B.T.A. police.

As this incident comes closer, I will keep you informed.

A handwritten signature in cursive script that reads "Thomas F. Gorman, Jr.".

Thomas F. Gorman, Jr.
CHIEF OF DEPARTMENT

TFG/dm

3136

Box

3136

153 WATER ST

AUX RED LINE APARTMENTS

ALARM	ENGINES			LADDERS		COVERING MOVEMENTS				
						ENGINE		LADDER		MUTUAL AID
1st	1	5		1	3					
2nd	3	4		T-1		2-1	7-2	5-1		WEY ENG 3 BOS ENG 4 BOS LAD T-1
3rd	2	7		5		6-1		4-1		BRA ENG 5 MIL ENG 2 WEY LAD
4th	6	8		4						BOS ENG 1 BOS LAD 4-1
5th										

AUX RED LINE APARTMENTS

QUINCY FIRE ALARM MASTER REPORT

TIME OF ALARM

ON SCENE AT

ALL OUT

25 MAY 99 08 31

25 MAY 99 08 36

Incident: 994445

Location: WATER ST BRIDGE

1st In: E-1

Operators on Duty: 33 + 156

Type Fire: TRAIN WRECK

Origin of Alarm	Alarm Transmitted	Running Card Not Followed
Box <input checked="" type="checkbox"/> 3136	T-Box	Reduced Asgmt
911 <input checked="" type="checkbox"/>	Alarm Sys	Previous Alarm
Police Tel	Vocalarm <input checked="" type="checkbox"/>	Co Out of Service
Still at	Telephone <input checked="" type="checkbox"/>	Special Call
Telephone	Radio <input checked="" type="checkbox"/>	Training, etc.

Other Alarms Received for Same Fire

Box or Telephone	Checked by	Time
3121	C-2	

Notifications & Other Data
1ST OFFICER ON SCENE:

Multiple Alarms		Special Call		Remarks
Alarm	Time	Company	Time	
Second	0848			
Third	0852			
Fourth				
Fifth				

RESPONSE SUMMARY

COMPANY	TEL	VOC	RAD	1ST	2ND	3RD	4TH	5TH	SPECIAL CALL			TIME RETURNED
									1	2	3	
Engine 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								10 40
Haz Mat 1												
Ladder 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								10 42
Rescue 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								10 59
Engine 2						<input checked="" type="checkbox"/>						10 30
Ladder 5					<input checked="" type="checkbox"/>							10 36
Engine 3					<input checked="" type="checkbox"/>							10 29
Engine 4					<input checked="" type="checkbox"/>							10 29
Ladder 2		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								10 40
Engine 5		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								10 42
Ladder 3												
Engine 6												
Tower 1												
Engine 7						<input checked="" type="checkbox"/>						11:00
Engine 8												

AMBULANCE ON SCENE

COVERING MOVEMENTS - LOCAL AND MUTUAL AID

CITY	COMPANY	ALARM	COVERING	ARRIVE	RETURN	TO FIRE	DISMISSED
BOSTON			E 2	0900	10 30		10 10
BRAINTRY	TRAINWRECK	0850		0910	10 30		10 10
Weymouth			E 3	0905	10 30		10 10

QFD[®] *Fore River Training Facility*

(617) 376-1037



*Fax (617) 376- 1014
Quincy 02169*

97 East Howard Street

M E M O R A N D U M

DATE: Aug. 7,1999
TO: Captain Francis E. Sullivan
FROM: Captain Russell Contrino
RE: Mass Casualty Drill

Captain Sullivan,

As an observer of the MCI at the Water Street Bridge, I must say that the drill was well organized. It was a great learning experience and all agencies worked well together in a professional Manner.

Being an exterior observer, I was not able to view the interior operation on board the train. Like any drill, problems were encountered.

Because of the proximity of the drill in regard to the general neighborhood area, sectoring was a problem,(i.e. IC Post, staging and Triage). And, of course, communications between the different agencies has to be addressed.

In closing, the MCI was very informative and a positive experience.



Braintree Fire Department

1 Union Place • Braintree MA 02184

Richard E. Hull, Chief

Emergency (781) 843-3600

Business (781) 843-3601
(781) 843-3602

On May 23, 1999 I participated in the MCI drill that was conducted by the Quincy Fire Department, the MBTA, Amtrak, Quincy PD, Quincy EMS and MED Flight.

I was involved in the planning meetings for this drill and was more aware of what was going to happen on the day of the drill. Quincy Fire Chief Gorman assigned myself and Quincy Fire Lt. Jim Kennedy to the staging area. However, due to a real incident in another location in Quincy the apparatus that was on the way to the staging area was sent to this incident. At this time, Lt. Kennedy and I then went to the drill site.

Some of my observations are as follows; no other apparatus was assigned to the staging area, the incident command post should have been better marked, and the incident commander should have had a vest on. The MBTA police should not have parked in the lot inside the fence because it limited the moving of ambulances and fire apparatus in and out of the lot.

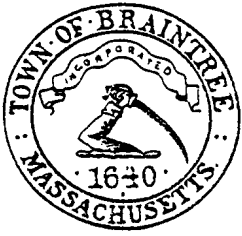
Overall, I think drill went very well and that it was a positive learning experience for everyone who participated in the drill. I think that at least one MCI drill a year should be held in all of our areas.

The Braintree Fire Department has had the privilege of participating in this drill, the Abington drill, the Brockton drill and the Walpole drill and everyone who has been to these drills has told me that the drills were a great learning experience.

Captain James South

Training Officer

Braintree Fire Dept



Braintree Fire Department

1 Union Place • Braintree MA 02184

Richard E. Hull, Chief

Emergency (781) 843-3600

Business (781) 843-3601
(781) 843-3602

Fax (781) 356-4362

May 26, 1999

Chief Thomas Gorman
Quincy Fire Department
40 Quincy Avenue
Quincy, MA 02169

Dear Chief:

On behalf of the Braintree Fire Department I would like to congratulate you and your Training Department for putting together a very good "Mock Drill" on Sunday, May 23, 1999. The Drill was put together with a lot of hard work and a lot of thought. I also want to thank you for asking Braintree to be part of the exercise.

As you asked me to be an observer for the event, I watched closely and this is my report. In no way is any of what I am saying meant to be critical of anyone.

I thought the overall Drill was excellent. The first Engine in laid a feeder line down the street and fed itself only to find out the hydrant was dead. No feeder line was ever established to that first Engine. A second Engine dropped a feeder line from President Road onto Federal Avenue, stopping beside the Ladder Truck which blocked the street for any other Apparatus to go by.

Command Vests - EMS people were well marked wearing their vests. The MBTA workers were also well marked with their vests but there were no vests for Fire Department Personnel.

Braintree pulled in with their Heavy Duty Rescue and the full crew was put to work. One of them should have stayed at the truck to show others where equipment was located, if needed. I saw the MBTA Rehab Bus standing by which was great. Was there a canteen truck there for our people to get fluids?

I did not notice a Command Post set up and was unsure if you or the Deputy was in command of the scene. Med-Flight seemed to work out very well. People were there to help them and they were in and out in a timely fashion

Fallon did an excellent job with the number of units they moved in and out of the scene - very little confusion; patients were well tagged and marked. Did anyone notify the Hospital of an MCI incident? If so, I missed it.

I thought Quincy Fire Alarm did an excellent job during the exercise with the extra calls in the middle of the drill and for real medical calls on the Drill Site, they did an excellent job.

Overall the entire exercise was good and it was a great chance for all of the different Agencies to interact with each other and to see which of the skills needs to be sharpened.

Congratulations on a job well done.

Yours truly,

A handwritten signature in black ink that reads "Chief Richard E. Hull". The signature is written in a cursive, flowing style.

Richard E. Hull
Chief of Department
Braintree Fire Department

km

User: usmbta
Host: occcws008
Class: occcws008
Job: tmp.ps

File		Edit		Format		Help	
* M B T A *						x034	
RAPID TRANSIT DISPATCHERS LOG CHANGE							
DATE: 05/23/99		SUNDAY MAY 23, 1999		ENTRY TYPE: MSC ID: _____			
DATE OCCRRD: 05/23/99		TIME REPTD: 0608		TIME OCCRRD: 0608		STATUS: C	
REPTD BY: DISPATCHER		DISPATCHER: J E LALOND					
SERVICE: RED LINE		DIR: _____		LOCATION: WATER ST. TRUCK PAD			
ROUTE: _____		TRAIN/TRIP: _____		INJURY REPTD?: ?			
CARS: 1753		1752		1502		1503 1711 1710 OPR NBR: _____	
DETAILS AND REMARKS:							
SPECIAL ORDER 99-58 IN EFFECT @6:08A-10:53A							
6:17A PT.115 REQUESTS TO START SWITCHING ON THE SOUTHBOUND							
6:28A PT.115 REPORTS THAT CHAINS TIES AND LANTERNS ARE IN PLACE ON THE SE AND POWER TESTS OPEN.							
7:02A DRILL TRAIN HAS DEPARTED BRAINTREE AT THIS TIME.							
7:42A PT.193 REPORTS THAT CHAINS TIES AND LANTERNS ARE IN PLACE ON THE NB AND POWER TESTS OPEN.							
8:50A DRILL HAS COMMENCED AND HI-RAIL EQUIPMENT HAS INTRUDED THE OLD COLONY							
NOTIFICATIONS:							
OCC/SHIRKUS _____		PT.64/CASEY _____		SAFETY/FOLEY _____			
PT.115/DEVLIN _____		PT.117/STRUMM _____		OCC/GLENNON _____			
FUNCTION: ODLC KEY: 052399/0608/R							
ENTER DATA MODIFICATIONS				USE PF7/PF8 TO SCROLL DETAIL/NOTIFY			
PRESS PFKEY 9 TO RETURN TO LIST				NEXT SELNO PF11(FWD) / PF10(BKWD)			
TM						R11 COO3	

***** NEW ENGLAND DIVISION *****
CHRONOLOGICAL RECORD OF TRAIN PERFORMANCE 6 UNUSUAL OCCURRENCES *
SUNDAY, MAY 23, 1999

ITEM 1: INTRUSION DRILL ON OLD COLONY LINE
8:52 AM MBTA RED LINE CONTROL OFFICE (OCC) REPORTS A INTRUSION AT
FEDERAL STREET SOUTH OF QUINCY CENTER.
8:53 AM OLD COLONY DISPATCHER INSTRUCTED TO APPLY BLOCKING DEVICES
TO PROTECT AREA.
8:54 AM SR. TRAINMASTER W.C. RAE CALLED AND ENROUTE ETA 30 MINUTES
8:55 AM NORTHSIDE TROUBLE DESK NOTIFIED TO SEND MW FOREMAN TO AREA
FOR POSSIBLE TRACK DAMAGE
8:57 AM COMMUTER SOUTH PAGE SENT
9:00 AM AMTRAK NED-1 PAGE SENT (FROM MANAGER OF OPERATION OFFICE)
9:05 AM MBTA ANNA BARRY BEEPED AND UPDATED
9:08 AM WBD, SJA, SAJ, COMMUTER JF, M O'MALLEY UPDATED
9:28 AM MBTA RED LINE CONTROL(OCC) REPORTS ALL CLEAR AT FEDERAL STREET
T/M W. C. RAE AND MN FOREMAN STILL ENROUTE.
9:35 AM AMTRAK POLICE UPDATED.
9:40 AM T/M RAE REPORTS ALL CLEAR AND NO TRACK DAMAGE PER MW FOREMAN
9:45 AM AMTRAK NED-I PAGE AND COMMUTER SOUTH PAGE SENT

ITEM 2 GROUP BOARDING PROBLEM, BACK BAY
0124P BACK BAY TICKET REPORTS THEY HAVE SEVERAL MEMBERS OF A GROUP,
"CASSADAGA VALLEY SCHOOL", (PNR 726577) AT THE WINDOW-THEY SAY
THE RESERVATION WAS MADE IN JANUARY, AND WERE NOT NOTIFIED OF THE
SCHEDULE CHANGE.PL M LAVINA, CARUSO, AND TROMBETTA NOTIFIED.
0130P TRN449 DEPARTED BOSSTON, WITH ORDERS TO CLEAR COVE, BUT HOLD CLEAR
OF BACK BAY TUNNEL.TICKET AGENT AT BACK BAY ADVISES GROUP IS BEING
GATHERED AS QUICKLY AS POSSIBLE.
NOTE: THIS IS A GROUP OF FIFTYTHREE SCHOOL CHILDREN/ESCORTS.
0201P BACK BAY REPORTS THEY ARE READY, TRN449 TOLD TO ENTER THE STATION.
0208P TRN449 DEPARTED BACK BAY.
DELAY: 27"
CAUSE: UNDER INVESTIGATION BY PRODUCT LINE.

J.M.C *****

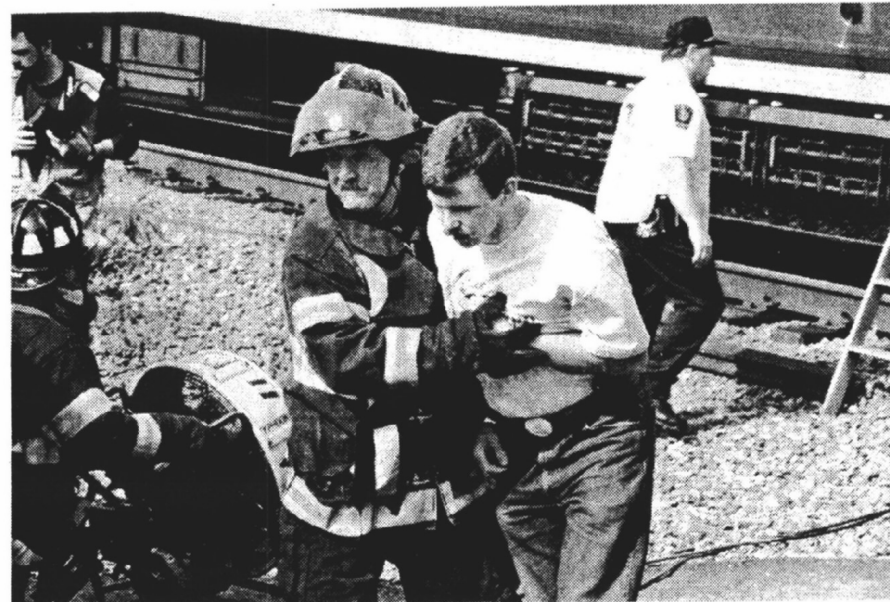
Post-It™ brand fax transmittal memo 7671		# of pages > 1
To Mike Foley	From Randy Gould	
Co. Safety	Co.	
Dept. MBTA	Phone # 345-7426	
Fax #	Fax #	

D. MEDIA COVERAGE

Mock Train Wreck On MBTA Red Line



DISASTER SCENE -- A mock train wreck on the MBTA Red Line at Water St., South Quincy Bridge, early Sunday tested the response of the Quincy Fire and Police Departments, Quincy Hospital, MBTA and other safety personnel. Reality set in during the drill when Michael Foley of the MBTA safety department and one of the 18 volunteers acting as victims was taken to the hospital with chest pains and treated for hyperventilation.



QUINCY FIREFIGHTER Harold Goodwin assists a passenger from Red Line train suffering "smoke inhalation" in mock train accident Sunday. Firefighter to their left is clearing smoke from the accident.



QUINCY FIRE CHIEF Thomas Gorman (center) confers with Quincy Lt. James Kennedy (left) and Boston Lt. Brian Doherty.



MEDIVAC HELICOPTER touches down on Water St. bridge to help move "victims" in Sunday's mock train accident.

(Quincy Sun Photos/Robert Noble)

T drill will test skills of local emergency crews

Teams will have to deal with bomb, train wreck

By RAY McEACHERN
The Patriot Ledger

QUINCY - If a terrorist wracks a crowded MBTA train and tries to blow up a second one, how would emergency personnel react?

That's a disaster scenario that officials hope they never face.

Still, prompted by federal safety requirements, Quincy, Braintree and Boston firefighters, along with Quincy and MBTA police and medical personnel will join forces Sunday to test their response.

Specifically, more than 100 emergency workers will converge on T tracks beneath the Water Street Bridge for a simulated train wreck, followed by a foiled bombing attempt at the nearby Quincy Adams MBTA station.

Fire Chief Thomas F. Gorman Jr., who is helping coordinate the exercise, said the drill will prepare rescue workers for major emergencies.

QUINCY

"This is all about the coordination of emergency resources," Gorman said yesterday in announcing the drill.

He said sections of Water Street along with Federal Avenue and Presidents Avenue will be closed before and during the two-hour drill.

The script for the fake disaster is packed with drama worthy of an action movie. But Gorman said the aim is to simulate conditions rescue workers would face in a real disaster.

Gorman said the episode will unfold at 8:45 a.m. when a Red Line train "crashes" into a piece of heavy equipment rolled onto the tracks.

The staged wreck will leave one passenger dead and 15 others injured - including some trapped in smoky subway cars.

Meanwhile, a second emergency will occur at the nearby Quincy Adams station, where an "explosive" will be planted aboard a train stopped in the station.

A specially trained dog will help police locate the device.

Police, aided by information from a neighbor and another canine assistant, will track a lone suspect hiding near the station.

Gorman said the train wreck will involve a northbound Red Line train that has just left Quincy Adams station.

As the train nears the Water Street bridge, a motorman will see a rail maintenance rig being driven onto the

The motorman will apply the brakes, but it will be too late to avoid an impact.

A smoke machine used in fire training will fill the train with a non-toxic smoke, reducing visibility and lending authenticity, the chief said.

Quincy firefighters and Fire Deputy Paul O'Connell are scheduled to answer an initial alarm. O'Connell will immediately sound a second alarm, bringing reinforcements, including Gorman, and the Braintree Fire Department's train rescue truck.

The \$400,000 truck was purchased a year ago by the MBTA to aid in rail emergencies, Gorman said.

A third alarm will bring mutual aid from the Boston Fire Department to the scene and to help cover Quincy stations.

Fallon Ambulance Co. will respond with units on the

first alarm and will coordinate with Quincy Hospital's emergency room.

Meanwhile, Quincy and MBTA police will be dispatched to the Quincy Adams station to search a train for the explosive device.

That train will be evacuated.

Gorman said Quincy Hospital will send a medical team to the scene, since some of the injured will have to be extricated.

Weather permitting, a Med Flight helicopter will airlift victims with serious burns to Massachusetts General Hospital.

To prepare for the mock disaster, Red Line and commuter rail service will be halted Sunday morning and the "crash" train will be moved into position about 7 a.m., Gorman said.

Volunteers with the city's Emergency Management team will assist police with traffic and provide coffee, cold drinks and snacks to rescue workers.

Gorman said planning for the mock disaster began months ago. The federal Department of Transportation now requires rescue agencies to be prepared for such disasters.

Wreck drill turns serious

DRILL

Continued from Page 9

The mock disaster that unfolded along the MBTA tracks between the Quincy Adams station and the Water Street bridge drew dozens of spectators.

The drill began at about 8:45 a.m. as MBTA workers moved a piece of heavy equipment onto the tracks and into the path of a northbound Red Line train.

After firefighters started a small fire and filled the four-car train with non-toxic smoke, the "victims" -- paramedics in training -- took their places inside.

Sounding like a movie director, Foley barked "move it," and sent dozens of emergency workers into action.

Quincy firefighters, police and ambulance crews swarmed over the scene minutes after the first alarm. Their first task before tending to the victims was to make sure that power to the third rail was cut off.

"It's the Number One rule when you're dealing with anything along the tracks," MBTA training instructor Ernie Markey said. "It'll send 600 volts through you if the power isn't cut. Basically, you touch it and it's all over."

O'Connell said the volunteers played their parts so well, he and other firefighters felt twinges of guilt as they waited for confirmation that the power had been shut off and they could approach the tracks.

"Part of this training is in discipline," he said. "Some of the victims were banging on the windows, yelling for us to come get them out, but we've got to have confirmation first. It's a pretty helpless feeling you have."

Each of the mock victims was assigned an injury and made up in fake blood to make it look real. One man smeared his face with a whitish-blue grease paint to make him appear to be starving for oxygen. He was so convincing in the role that firefighters initially thought he had actually passed out.

"They kept asking me if I was faking or if I was really getting sick," the actor said. "It was con-



JEFF LOUGHLIN/ThePatriotLedge

A helicopter takes off from the Water Street bridge in Quincy with 'victims' during a train-wreck drill yesterday.

fusing for a lot of people."

As more than 100 emergency workers got the passengers out and began treating them, a separate scenario played out down the tracks.

The terrorist played by MBTA safety officer Eddie Irvin ran down the tracks toward the Quincy Adams station, planted a fake bomb aboard an empty train and hid inside a booth. As police radios crackled with reports of a suspect dressed in camouflage, MBTA K-9 officer Wayne Cole and his partner, a German shepherd named Buster, followed the scent from the crash scene.

Buster made quick work of the terrorist, tracking him to the booth shortly after entering the station. Irvin set off another scramble of police officers and State Police bomb squad members by shouting: "When that bomb blows up, you'll all be sorry. You'll all be sorry,"

The threat was the cue for another

MBTA officer and dog to begin work. Officer Larry Culbert and Dick, a yellow Labrador retriever trained to sniff out explosives, toured the train platform and an empty train car. Dick abruptly sat down after sniffing a seat at the far end of the car.

"That's the sign he's found something. He sits down right in front of it," MBTA Officer Carl Rubino explained.

Sure enough, the dog had stopped in front of a fake bomb scented with gun powder. That's when the State Police bomb squad took over.

Back at the train wreck, an emergency room physician from Quincy Hospital arrived to help assess the injuries and prioritize cases. One passenger assigned to be a severe burn victim was flown to Boston Medical Center by a helicopter which landed on the Water Street bridge.

Another passenger was given a black tag, denoting a fatality. The rest were given green, yellow or red tags depending on the severity of their injuries and taken by ambulance to Quincy Hospital. There, emergency care professionals prepared for the onslaught.

Dr. Octavio J. Diaz, the hospital's chief of emergency services, was pleased with the results.

"This was a relatively large-scale drill, and the coordination between so many different departments was good," he said.

During a wrap-up discussion after the drill, hospital workers said they would have liked to have had quicker notification of the number of victims. Direct two-way communication with those on the scene also was needed, they said.

Diaz noted that one reason mock disasters are staged is so weaknesses can be detected.

E. POLICE ACCIDENT REPORT



MBTA Police

To: Deputy Chief William Flemming

From: Officer Barry R. McGrath

Date: 05-23-1999

Subject: Train collision at Water Street lot.

Deputy Chief Flemming:

On May 23, 1999 at approximately 9:30 a.m., I was dispatched to the Water Street lot, commonly known as the Water Street "truck back", Quincy, MA. in response to a train collision. Upon arrival, I observed a red line train had struck a large front end loader, situated on the inbound tracks beneath the Water Street bridge. Quincy Police and fire were on scene with Fallon Ambulance Services and had established a command center in the north-east corner of the parking lot. I met with Deputy Chief Paul Oconnell of the Quincy Fire Department who directed me to assist in removing the injured from the train. I worked with Quincy fire fighters for approximately two hours, carrying injured persons on backboards from the wreckage sight to the triage site, located adjacent to the command center. Once all injured parties were removed from the train, I worked with M.B.T.A. and Quincy Police Officers to contain the area and was able to complete a detailed accident investigation diagram, attached for your review.

Deputy Chief Paul Oconnel, Quincy Fire and Commander Scott Volz, Fallon Ambulance reported 19 injuries, 1 medivac, 1 fatality. All persons were transported to Quincy Hospital with the exception of the train driver who was brought to Boston Medical Center. (See M.B.T.A. Detective report for names and addresses of persons injured and/ or killed.)

Respectfully Submitted,

Barry R. McGrath

Officer Barry R. McGrath

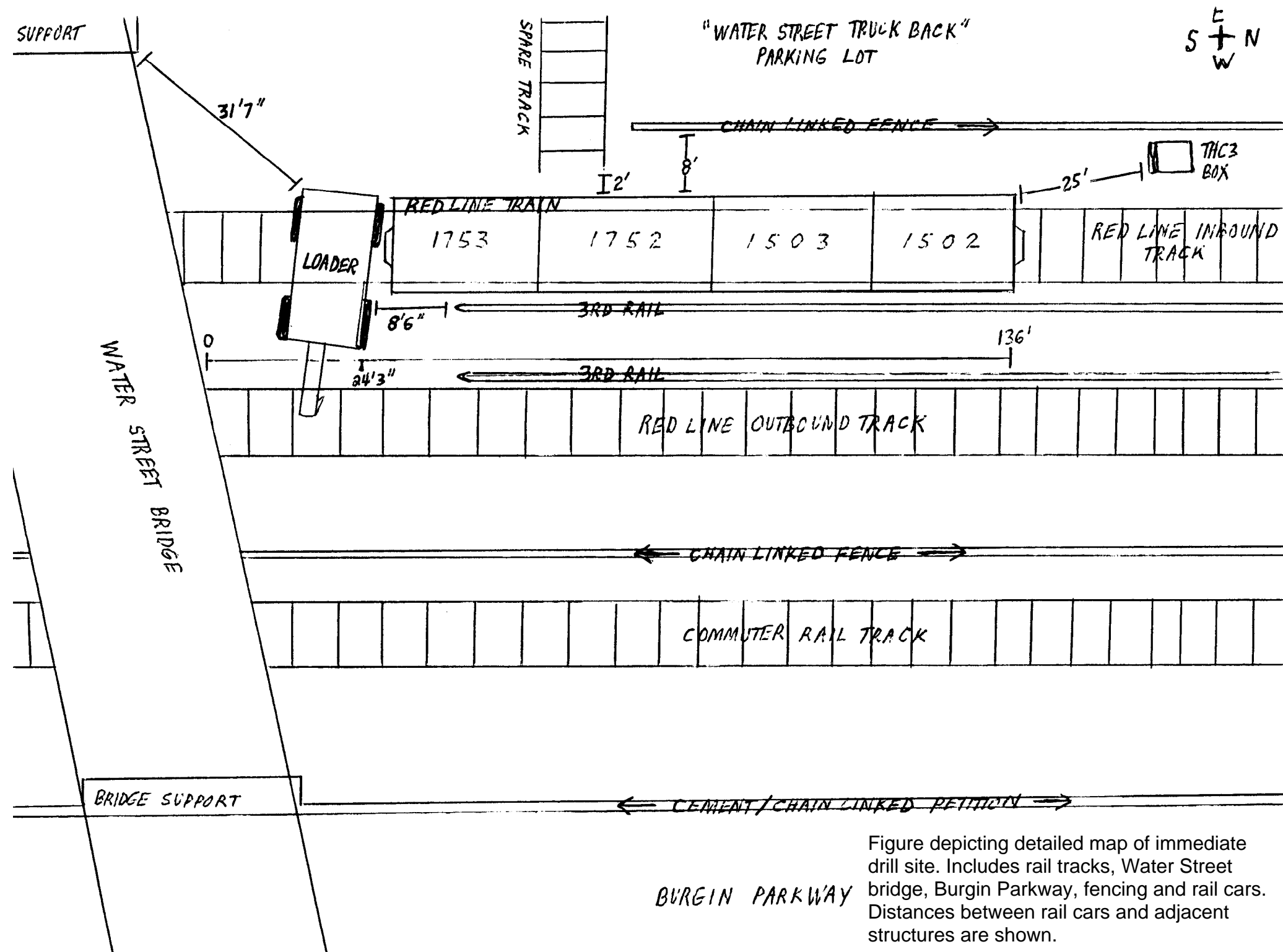


Figure depicting detailed map of immediate drill site. Includes rail tracks, Water Street bridge, Burgin Parkway, fencing and rail cars. Distances between rail cars and adjacent structures are shown.

F. POLICE CRIMINAL INVESTIGATION REPORT

Journal No. 99015858		MBTA POLICE DEPARTMENT <i>Journal Incident Report</i>				ORI No. MA013250	
Incident INVESTIGATE/REPORT		Date Reported 05/26/99	Date Occurred 05/23/99	Day of Week SUNDAY	Time Occurred 08:46	Status ACTIVE	
Location STR] WATER ST. @ FEDERAL ST. QUI			Area 6142	Line SURFACE	County SUFFOLK	City/Town BOSTON	Bus Line
Victim T Employee? NO	Disposition SERVICES RENDERED		Remarks 257/DISASTER DRILL				
Unit	Officer 1	Officer 2		Received	Dispatched	Arrived	Cleared
D318	(184) MAHONEY J SERGT			08:27	08:27	08:27	08:27
T312	(280) MORRIS M SGT			08:46	08:46	08:48	11:00
OC1	(456) MCGRATH B	(439) CADET, MANES	08:46	08:46	08:48	11:00	
D591	(304) DOLLOFF B		08:46	08:46	08:49	11:00	
IR1	(399) PALARDY T		08:46	08:46	08:49	11:00	
D587	(245) PASCIUCCO P DET		08:46	08:46	08:47	10:59	
D581	(138) GIBBONS J		08:46	08:47	08:50	10:59	
T412	(468) RAMOS, ANGEL		08:46	08:48	08:51	11:00	
K465	(236) COLE W		08:46	08:50	08:53	10:56	
K550	(303) CULBERT L		09:05	09:05	09:06	11:00	
K456	(383) RUBINO C		09:05	09:05	09:08	11:00	
D548	(257) BEST L M/C		09:05	09:05	09:06	11:00	
T452	(382) RICKETTS O	(459) REARDON, SEAN	09:05	09:05	09:07	11:00	

NARRATIVE

ON THE ABOVE DATE AND TIME A DISASTER DRILL WAS HELD IN THE AREA OF THE WATER ST. BRIDGE. THE EXERCISE WAS TO ASSESS EMERGENCY RESPONSE TO A SIMULATED TRAIN COLLISION. A SECOND SEGMENT OF THE DRILL WAS A SIMULATED EXPLOSIVE DEVICE EXERCISE WHICH WAS STAGED AT THE QUINCY ADAMS STATION. MULTIPLE AGENCIES WERE INVOLVED INCLUDING THE ABOVE MBTA POLICE UNITS, QUINCY POLICE AND FIRE DEPARTMENTS FROM QUINCY, BRAINTREE, AND BOSTON. LOCAL EMS SYSTEMS WERE ACTIVATED AND UTILIZED FALLON AMBULANCE SERVICE AND BOSTON MEDFLIGHT. NINETEEN PEOPLE WERE TREATED AT SCENE AND TRANSPORTED TO QUINCY HOSPITAL. ONE SIMULATED VICTIM WAS AIRLIFTED TO BOSTON MEDICAL CENTER.

NUMEROUS MBTA DEPARTMENTS INCLUDING SAFETY, RAILROAD AND SURFACE OPERATIONS PARTICIPATED ALONG WITH AMTRAK PERSONNEL. THE DRILL SIMULATED A COLLISION BETWEEN A RAPID TRANSIT TRAIN AND A STOLEN PIECE OF HEAVY EQUIPMENT AND INCLUDED A FATALITY AND K-9 SEARCH.

A SUSPECT WAS TRACKED AND APPREHENDED INSIDE QUINCY ADAMS STATION, WHERE A SECOND EXERCISE INVOLVING A SIMULATED EXPLOSIVE DEVICE WAS STAGED. MBTA POLICE BOMB DETECTION UNIT WAS UTILIZED IN THIS SEGMENT ALONG WITH THE STATE POLICE BOMB SQUAD. A COMPLETE CRIMINAL AND ACCIDENT INVESTIGATION WAS HANDLED BY MBTA POLICE AND FOLLOW-UP REPORTS WILL BE SUBMITTED.

BEST

Journal No. 99017069		MBTA POLICE DEPARTMENT Journal Incident Report				ORI No. MA013250	
Incident K-9 SEARCH/ASSIST		Date Reported 06/08/99	Date Occurred 05/23/99	Day of Week SUNDAY	Time Occurred 08:46	Status ACTIVE	
Location RED LINE1 WATER ST BRIDGE			Area 0123	Line RED LINE	County SUFFOLK	City/Town BOSTON	Bus Line
Victim T Employee? NO	Disposition ARREST MADE		Remarks 236/TRACK FOR SP				
Unit K465	Officer 1 (236) COLE W	Officer 2			Received 03:05	Dispatched 03:05	Arrived 03:05
					Cleared 03:16		

NARRATIVE

AT APPROX. 8:46AM ON 05/23/99 K465 OFF. WAYNE COLE AND K9 PARTNER BUSTER WAS DISPATCHED TO THE SCENE OF A TRAIN ACCIDENT AT THE WATER ST BRIDGE IN QUINCY.

UPON ARRIVAL OFF. COLE WAS ADVISED BY THE INCIDENT COMMANDER, DET. SGT. MAHONEY THAT A W/M APPROX. 35 YRS. OF AGE DRESSED IN MILITARY FATIGUES HAD STOLEN A PIECE OF HIGH RAIL EQUIPMENT AND CAUSED AN ACCIDENT BETWEEN THAT PIECE OF EQUIPMENT AND A RED LINE TRAIN.

WITNESSES REPORTED THE SP HAD RAN DOWN THE TRACKS TOWARDS QUINCY ADAMS STATION.

AT THIS TIME OFF. COLE WITH K-9 BUSTER AND ONE QPD OFFICER AND ONE MBTA OFFICER AS BACK-UP WERE TAKEN TO THE LAST PLACE THE SP WAS OBSERVED. K-9 BUSTER BEGAN A TRACK AT THIS POINT. THE TRACK LED TO THE PLATFORM OF QUINCY ADAMS STATION WHERE A SP DRESSED IN MILITARY FATIGUES WAS LOCATED BY THE K9. THE SP WAS CALLED OUT OF THE INSPECTORS BOOTH AND WAS TAKEN INTO CUSTODY BY THE BACK-UP OFFICERS. AT THE TIME OF THE APPREHENSION THE SP MADE STATEMENTS TO THE AFFECT THAT A BOMB WAS PRESENT AND WOULD BLOW UP.

AT THIS TIME OFF. COLE ADVISED THE INCIDENT COMMANDER OF THE STATEMENTS AND BOMB DETECTOR K-9 WAS CALLED TO THE SCENE.

COLE

TO : DET. SGT. J. MAHONEY
FROM: SGT. M. MORRIS
SUBJ: DISASTER DRILL
DATE; 5/23/99

On the above date at approximately 9:00 a.m. I responded to the area of the Water Street Truck back to participate in a mock disaster drill. Upon arrival it appeared a North bound red line train had collided with a wheel driven piece of construction equipment which was on the right of way.

Quincy Police and Fire were on scene as well as Fallon Ambulance. From information gathered on scene it was revealed that the construction equipment was deliberately placed in the path of the on coming train. MBTA Police personnel assisted in removing the 19 injured from the train to a triage area set up by EMS personnel. Part of the simulation involved the extraction of one victim via medflight. The mock incident went smoothly but there were radio problems that hampered some communication.

Additionally, a suspect in this incident was found at Quincy Adams Station where he reported an explosive device had been placed. MBTA and State Police Bomb Detection units were dispatched and a device was found and processed in the appropriate manner. All units were clear at 11:00 a.m.

Respectfully submitted

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris
SGT MBTA PD



MBTA Police

Date: June 1, 1999

To: Det. Sgt. John Mahoney

From: Pasciucco

Subject: Quincy Drill, May 23, 1999

1. On May 23, 1999 you assigned me to respond to the area of Water Street in Quincy, along with Det. John Gibbons, on the report of a train/truck collision. Upon arrival I observed an apparent accident scene just south of the Water Street bridge. I was informed by Sgt. Morris that there were two (2) witnesses to the incident and that they were on Water Street.
2. I interviewed Ann Marie Leary of 10 Park Plaza, Quincy, MA., telephone number (617)222-1980. She explained that she was out walking with her child and that at approximately 8:45am she was crossing over the Water Street bridge. She said as she was crossing she heard screeching and looked down to see the train coming and a white truck in its' path on the tracks. She said she felt that the train had it's brakes on as it smashed into the truck.
3. Leary said just prior to the impact she observed a white male jump from the truck and run away from the scene toward Quincy Adams Station. Saying she saw him from the side she described him as a white male, approximately 40 years old, no obvious facial hair, wearing a full set of green army fatigues, including the hat. She said he was running in the commuter rail track area.
4. This information was broadcast to all MBTA units operating in the area. I heard a radio transmission that indicated that the suspect was being chased toward Quincy Adams Station and was directed by Deputy Fleming to respond to the area in the event that the suspect was captured and consented to be interviewed. When I left the Water Street scene I was informed that there were no fatal injuries at that time. This information came from the Quincy Fire Department Command Post.
5. At Quincy Adams Station Officer Wayne Cole and his K-9 captured a white male fitting the description hiding on the platform. This individual, identified as Frank Sullivan, no further information available at this time, claimed to be an ex-MBTA employee, who was formerly assigned to the Operations division. He refused to be interviewed but just kept repeating, "It's payback, they deserve it" and "just wait 'til the it blows up."
6. The Bomb Detection Unit responded and located a device which the Massachusetts State Police Bomb Squad rendered safe.



MBTA Police

To: Det. Sgt. J. Mahoney

From: Off. L. Culbert

Date: 6/1/99

Subject: Disaster Drill Quincy 5/23/99

On Sunday May 23, 1999, the BK-550 Officer Culbert and Bomb Dog Dick worked the 7:30 am -3:30 p.m. shift assigned as the Explosive Detection Team for the MBTA.

At approximately 08:00 am I overheard radio transmissions regarding a train collision on the Red Line by Water St. in Quincy Ma. This involved multiple injuries and one fatality. It was learned that the accident was deliberate and the suspect responsible was tracked along the right of way into Quincy Adams MBTA Station.

This party was subsequently arrested and interviewed by MBTA Police Detectives. As a result information was illicited that a bomb was placed somewhere in the Quincy Adams MBTA Station either on the platform or on the a train located inside the station.

At approximately 09:05 am MBTA Police Control requested that K-9 Dick and I respond. The Ma. State Police Bomb Squad was also notified to respond and stand by in case a device was located. On arrival at Quincy Adams I was met by MBTA Detectives who briefed me on the specifics regarding the bomb threat.

K-9 Dick and I conducted a search of the station area platforms with negative results. While searching a northbound train in the station K-9 Dick alerted on an Explosive device Placed next to the seat by the front doors of the car. I cleared the area and reported my findings requesting that if the station hadn't already been evacuated to do so now.

The station was evacuated and the Ma. State Police Bomb Squad was brought in. After rendering the device safe they removed it from the scene.

Shortly there after K-9 Dick and I cleared the scene.

G. PARTICIPANT QUESTIONNAIRES

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☒ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

Everyone was great to work with.

o:\common\mfoley.98\emer.rsp)

Everyone was great to work with.

O:\common\mfoley98\forms\emer.rsp

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

As QTF Training Officer I observed
that the various organizations collaborated
well. The drill went very well

o:\common\mfoley.98\emer.rsp)

Carl Sullivan

As QTF Training Officer I observed that the
various organizations collaborated well. The drill
went very well.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

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☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
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Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

*I thought the drill went off great. The special effects of the helicopter landing was outstanding.
Great job. A credit to the organizer Mike Foley*

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☒ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

① Response time was quick / Triage priority was solved accurately / Golden hour was met / had enough room to participate
② Need to maintain vital signs / I saw first hand that the long board straps were put on wrong / Need to be emotional supportive to those w/ injured family members / The fire department needs to be emotional supportive + not so rough!
③ Hospital was great, responsive, + had directional control of all patients. EMT's were considerate, nice, + organized.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
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☒ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

Thought everything at the scene went
relatively well.

o:\common\mfoley.98\emer.rsp)

Thought everything at the scene went relatively
well.

O:\common\foley98\forms\emer.rsp

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT
QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☒ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

P↓ with difficulty breathing:
Fire Dept had smoke out of car
w/in minutes - Triage went fast

o:\common\mfoley.98\emer.rsp) P down with difficulty breathing: Fire Dept had smoke out of car
w/in minutes - Triage went fast.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☒ Passenger (injured/impaired); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

Firefighters should take similar exercises more seriously. More realism in preparing for transfer (ie. collars, straps tighter, Medics excellent.
More train passengers.
Better Attention to detail

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Firefighters should take similar exercises more seriously. More realism in preparing for transfer (ie. collars, straps tighter..) Medics excellent. More train passengers. Better attention to detail.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☒ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

The paramedics/EMS did a good job both handling the patients and assessing them. They took my injury seriously and took all the proper precautions. The nurses in the hospital were also very good. The fire dept. seemed to know what they were doing, but they did put my collar on loose, and I think upside down. They also excessively moved my neck which compromised my injury of paralysis.

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SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

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- ☐ Passenger (uninjured); ☒ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

I was a passenger & chest pain + a strong cardiac Hx. Priority 2
The firemen walked me off the train & brought me to the back of the fire truck + put me on a non-rebreather. The fireman then proceeded to blame me for having an MI because I was a smoker + also told me I don't want to be a heart attack victim in an MCI because I'll be the last to go. This may not be the best thing to tell an anxious person & chest pain. I've been an EMT for 8 years + I believe you are supposed to calm the patient not make them more agitated. His tone was condescending as well. I was put on a backboard & no collar +

0:\common\mfoley.98\emer.rsp) Apparently given no treatment while en route. I was made a priority 1.

Triage & disposition in the ER was handled well +
0:\common\mfoley98\forms\emer.rsp a efficiency,

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured); ☐ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)

☒ Drill Staff

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The coordination seemed to go very well -
The helicopter was a very good idea - it lent a lot of
realism to the drill

o:\common\mfoley.98\emer.rsp)

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- (superfrigid laws)
(priority 3)*
- ☐ Passenger (uninjured); ☒ Passenger (injured/moulaged); ☐ Responder (Police)
☐ Responder (Fire Fighter); ☐ Responder (EMS); ☐ Responder (Other _____)
☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Fire responded to the crash & were in the train within 5 minutes. ~~The~~ An officer quickly brought all those able to walk out the back of the train. Once there, however, we were left, with no notification of when care would come, where we should go, or what was going to happen. One pt. was blinded, I was cut in many places, I had an open fracture of the arm. We should have been directed to triage? We made our way there, and eventually were cared for. Triage for me was good - efficient, & quick; treatment very slow (as it should be - priority 3). I was triaged @ the ALS truck in the hot zone then sent across the street.

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Rob Lewis

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QUINCY EMERGENCY RESPONSE EXERCISE - SUNDAY, MAY 23, 1999

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Comments: Please note anything that you feel important in analyzing the emergency exercise.
Both positive comments and constructive criticism are welcome.

~~FF~~ ~~DD~~

It seemed like a long time before we
were treated, but we were catagorized
as ~~cat.~~ cat. III early. There ~~was~~ were
no bandages provided

o:\common\mfoley.98\emer.rsp)

It seemed like a long time before we were treated, but we
were catagorized as cat. 3 early. There were no bandages
provided.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

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☐ Drill Staff

Comments: Please note anything that you feel important in analyzing the emergency exercise.
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✓ LEAD CALMLY TO REAR OF SECOND CAR AND
OF TRAIN AWAY FROM 3RD RAIL -
REMAINED @ REAR OF TRAIN BUT NO ONE FOUND
US - HAD TO LEAVE SCENE BY OURSELVES TO
FD/PD/EMS AREA

o:\common\mfoley.98\emer.rsp)

Lead calmly to rear of second car and of train away from 3rd rail. - Remained @ rear of train but no one found us - had to leave scene by ourselves to FD/PD/EMS area.

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MORE COMMUNICATIONS NEEDED
BETWEEN DEPT.

OVERALL A GOOD DRILL

o:\common\mfoley.98\emer.rsp)

More communications needed between depts. -
Overall a good drill.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT

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Comments: Please note anything that you feel important in analyzing the emergency exercise.
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*It took a long time before the fire fighter assist all the
persons injured in all the cars. They were also very
rough taking care of the injured. The police at the scene
were not very helpful to the persons looking for
there relatives that were hurt at the scene.
Over all As a injured person once I was looked at and
put on a stretcher the process was very quickly done.*

o:\common\mfoley.98\emer.rsp)

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Both positive comments and constructive criticism are welcome.

~~I was a great experience, but I wasn't an injured passenger to get full treatment by EMT's. Fire Dept. took too long to enter train.~~

~~well, it was a great experience.~~

It was a great experience, But I wasn't an injured passenger to get full treatment by EMT's. Fire Dept. took too long to enter train.
Negative comment: too many people left on the train also the walking wounded didn't know where to go, who to see. Positive: triage crew were excellent, worked quickly and handled everything.

o:\common\mfoley.98\emer.rsp)

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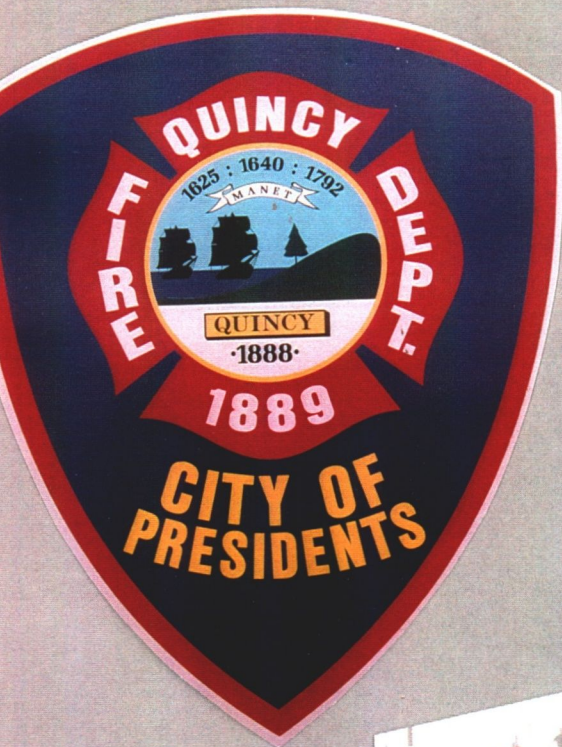
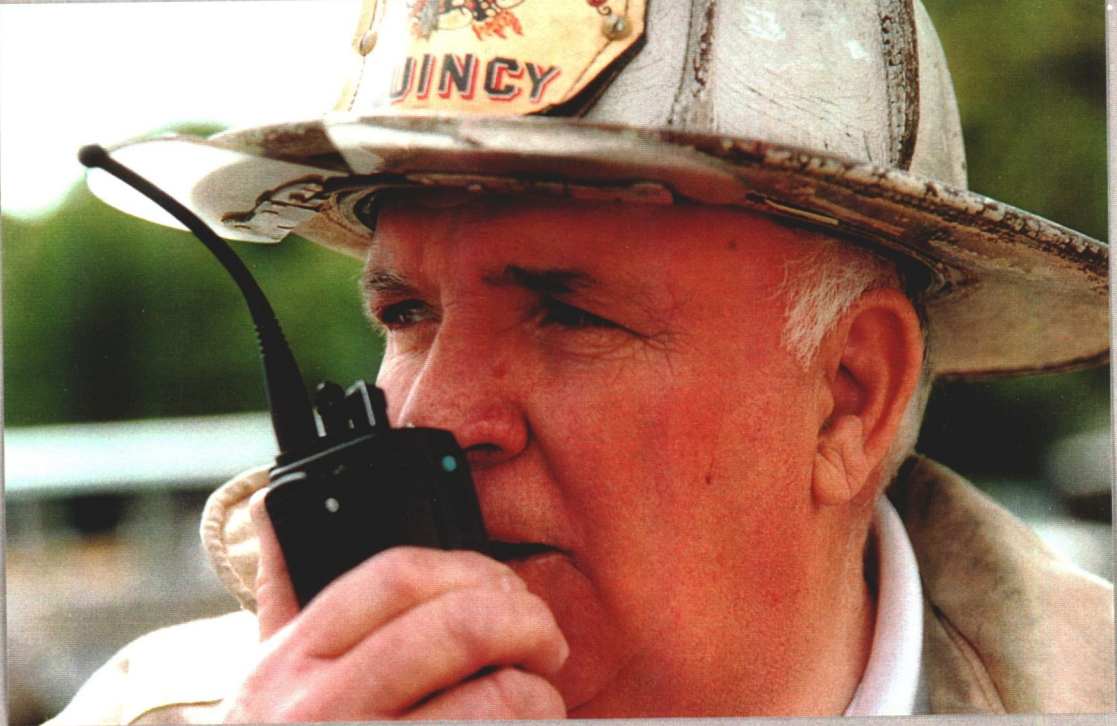
Positive: triage crew were excellent, worked quickly and handled everything.

O:\common\foley98\forms\emer.rsp

**H. PHOTOGRAPHS BY PHIL DEJOSEPH, MBTA
PHOTOGRAPHER - DESIGN & CONSTRUCTION
DEPARTMENT AND DETECTIVE BRUCE DOLOFF
- MBTA POLICE DEPARTMENT**









FIRE-RESCUE



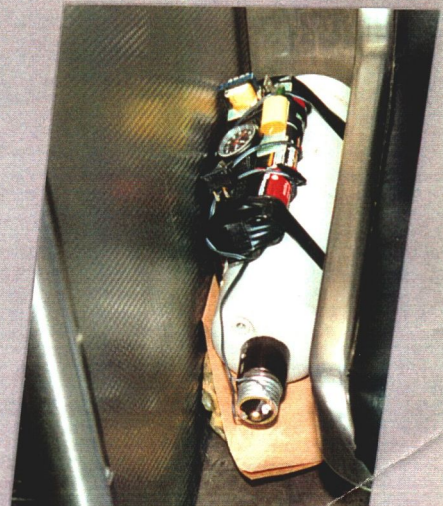
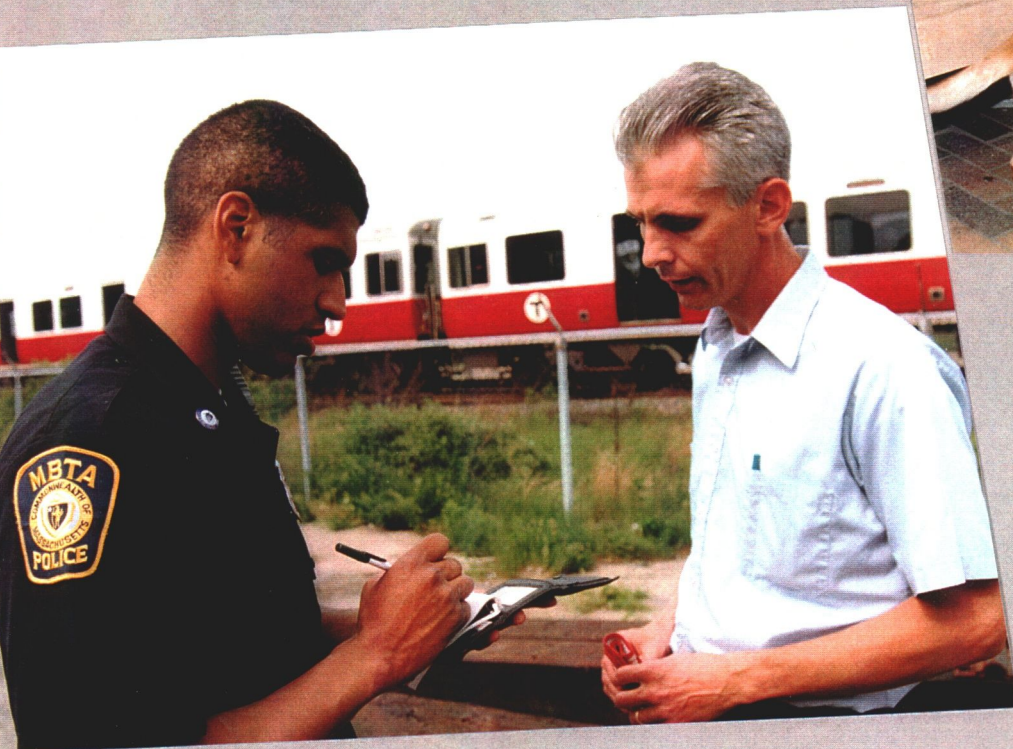
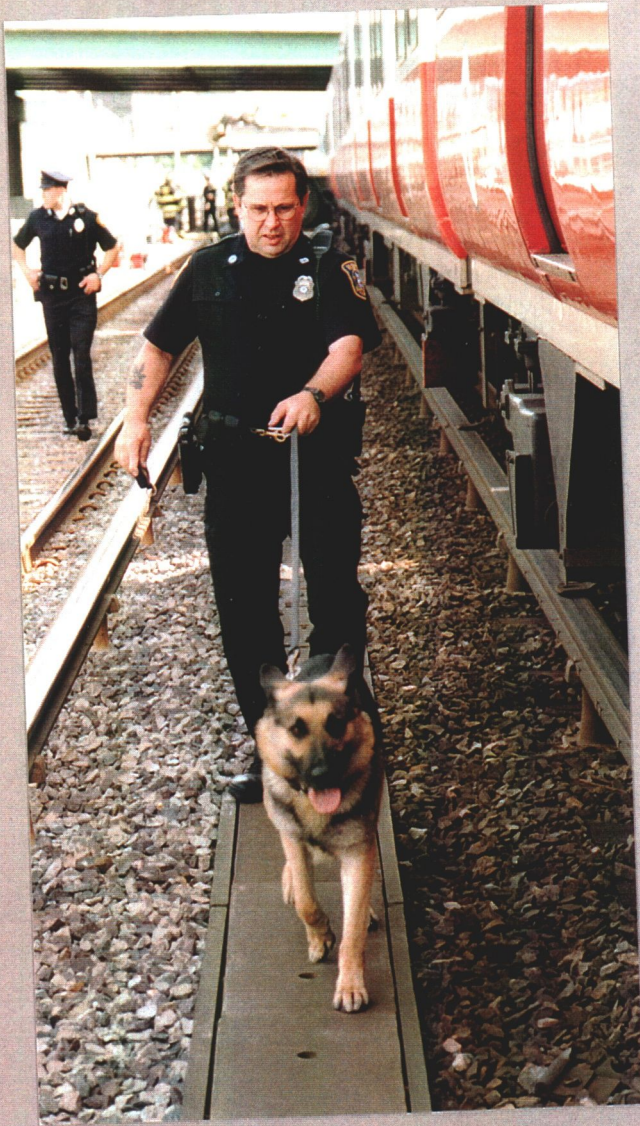






RESCUE 2





PUBLIC SAFETY SUPPORT UNIT 1

